SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Jonathon Kruse Lee Engineering 8220 SanPedro Dr. NE Albuquerque, NM 87113

MEETING DATE: May 1, 2025

ATTENDEES: Jonathon Kruse (Lee), Kelly Kline (BHI); Ernest Armijo (COA Transportation Development Review)

PROJECT: Rio Grande Academy of Fine Arts, H09

REQUESTED CITY ACTION: Zone Change X Site Development Plan

____ Subdivision ____ Building Permit ____ Sector Plan ____ Sector Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexation ___ Site Plan Amendment

ASSOCIATED APPLICATION: Charter school Pre-K to 12th at the corner of Hanover and Market. 73,500 to 990,000 sqft. Of new building on 9.048 acres.

SCOPE OF REPORT:

The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

- Trip Generation Use Trip Generation Manual, 11th Edition. Local data may be used for certain land use types as determined by staff. Consultant to provide.
- 2. Appropriate study area:
 - Signalized Intersections;
 - a. Unser & Ladera

Unsignalized Intersections;

- a. Market & Ladera
- b. Market & Hanover
- c. Private Dr West & Unser
- d. Private Dr North & Market
- e. Private Dr North & Unser

Driveway Intersections: all site drives.

- Intersection turning movement counts Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour Consultant to provide for all intersections listed above.
- 4. Type of intersection progression and factors to be used.

Type III arrival type (see "2016 Highway Capacity Manual" or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

5. Boundaries of area to be used for trip distribution.

City Wide - residential, office or industrial; x mile radius – commercial; Interstate or to be determined by consultant - motel/hotel APS district boundary mapping for each school and bus routes

6. Basis for trip distribution.

Residential – Use inverse relationship based upon distance and employment. Use employment data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Commercial - Use relationship based upon population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Residential - Ts = (Tt) (Se / D) / (Se / D) Ts = Development to Individual Subarea Trips Tt = Total Trips Se = Subarea Employment D = Distance from Development to Subarea

Office/Industrial - Ts = (Tt) (Sp / D) / (Sp / D) Ts = Development to Individual Subarea Trips Tt = Total Trips Sp = Subarea Population D = Distance from Development to Subarea

Commercial -Ts = (Tt) (Sp) / (Sp) Ts = Development to Individual Subarea Trips Tt = Total Trips Sp = Subarea Population

- 7. Traffic Assignment. Logical routing on the major street system.
- Method of intersection capacity analysis planning or operational (see "2016 Highway Capacity Manual" or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual. Implementation Year:

- 9. Traffic conditions for analysis:
 - a. Existing analysis <u>X</u> yes <u>no year (2025);</u>
 - b. Phase implementation year(s) without proposed development 2026
 - c. Phase implementation year(s) with proposed development 2026, 2029, 2032
 - d. Project completion year without proposed development 2032
 - e. Project completion year with proposed development 2032
 - f. Other Horizon Year 2040
- Background traffic growth. Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1%.
- 11. Planned (programmed) traffic improvements.
 - List planned CIP improvements in study area and projected project implementation year:
 - a. Project Location (Implementation Year)
- 12. Items to be included in the study:
 - a. Intersection analysis.
 - b. Signal progression An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:
 - c. Arterial LOS analysis;
 - d. Recommended street, intersection and signal improvements.
 - e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
 - f. Transportation system impacts.
 - g. Other mitigating measures.
 - h. Accident analyses X yes no; Location(s): Ladera and Unser
 - i. Weaving analyses ____yes X___no; Location(s):
- 13. Other:

SUBMITTAL REQUIREMENTS:

- 1. Number of copies of report required
 - a. 1 digital copy
- 2. Submittal Fee \$1300 for up to 3 reviews

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 924-3991.

Ernest Armijo

Ernest Armijo, P.E. Principal Engineer for Transportation Development Section

6/13/2025

Date

via: email

C: TIS Task Force Attendees, file

Additional Info for NIA:

Due to the request for access for a new school, and Bill No. O-13-61, a Neighborhood Impact Assessment (NIA) needs to be prepared. The required information for the NIA is shown below in the scope of report. Refer to Bill No. O-13-61 for additional criteria.

- 1. NIA Requirements The following sections need to be included to satisfy the NIA ordinance requirements.
 - a. Baseline Community Data identifying existing conditions with respect to adjacent land uses, traffic patterns, traffic turning movements and volumes, nearby multimodal transportation options, area pedestrian movements, and any other relevant information as determined
 - b. Analysis of the neighborhood impacts, including but not limited to:
 - 1) Impacts on pedestrian and bicycle circulation, and pedestrian and bicycle routes
 - 2) Automobile and pedestrian conflict points
 - 3) Noise and air quality impacts resulting from stacking of idling vehicles or vehicle circulation
 - 4) Consistency with existing or planned transit routes and stops
 - 5) Other potential impacts as determined